



THE OHIO PUBLIC WORKS COMMISSION
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

CBI03

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: Hamilton County CODE # 061 - 00061

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 8 / 5 / 96

CONTACT: Joe Cottrill PHONE # (513) 632-8540

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: Anderson Ferry/Crookshank Road Improvement

SUBDIVISION TYPE

(Check Only 1)

- ☒ 1. County
☐ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 918,050
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____
MBE SET-ASIDE OFFERED
Construction \$ _____
Procurement \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,311,500 FUNDING REQUESTED: \$ 918,050

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 918,050.00

LOAN: \$ _____

LOAN ASSISTANCE: \$ _____

% TERM: YRS. (Attach Loan Supplement)

(Check Only 1)

- ☐ State Capital Improvement Program
☒ Local Transportation Improvements Program
☐ Small Government Program

DISTRICT MBE SET-ASIDE:

Construction \$ _____
Procurement \$ _____

FOR OPWC USE ONLY

PROJECT NUMBER: C / C

Local Participation %

OPWC Participation %

Project Release Date:

OPWC Approval:

APPROVED FUNDING: \$

Loan Interest Rate: %

Loan Term: years

Maturity Date:

Date Approved:

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

- a.) Project Engineering Costs:
1. Preliminary Engineering \$ N/A.00
 2. Final Design \$ N/A.00
 3. Other Engineer Services * \$ N/A.00
 - Supervision \$ N/A.00
 - Miscellaneous \$ N/A.00
- b.) Acquisition Expenses:
1. Land \$ N/A.00
 2. Right-of-Way \$ N/A.00
- c.) Construction Costs: \$ 1,311,500.00
- d.) Equipment Purchased Directly: _____
- e.) Other Direct Expenses: \$ N/A.00
- f.) Contingencies: \$ _____
- g.) TOTAL ESTIMATED COSTS: \$ 1,311,500.00

MBE	Force Account
\$	\$
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

- | | | % |
|------------------------------------|-----------------------------|-----------------|
| a.) Local In-Kind Contributions | \$ <u>N/A</u> .00 | _____ |
| b.) Local Public Revenues | \$ <u>393,450</u> .00 | <u>30</u> |
| c.) Local Private Revenues | \$ <u>N/A</u> .00 | _____ |
| d.) Other Public Revenues | | _____ |
| 1. ODOT PID# _____ | \$ <u>N/A</u> .00 | _____ |
| 2. EPA/OWDA _____ | \$ <u>N/A</u> .00 | _____ |
| 3. OTHER | \$ <u>N/A</u> .00 | _____ |
|
SUB TOTAL LOCAL RESOURCES: |
\$ <u>393,450</u> .00 |
<u>30</u> |
|
e.) OPWC Funds | | |
| 1. Grant | \$ <u>918,050</u> .00 | <u>70</u> |
| 2. Loan | \$ _____0.00 | _____ |
| 3. Loan Assistance | \$ _____0.00 | _____ |
|
SUB TOTAL OPWC RESOURCES: |
\$ <u>918,050</u> .00 |
<u>70</u> |
|
f.) TOTAL FINANCIAL RESOURCES: |
\$ <u>1,311,500</u> .00 |
<u>100%</u> |

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Anderson Ferry/Crookshank Road Improvement

2.2 BRIEF PROJECT DESCRIPTION – (Sections a through d):

a.) SPECIFIC LOCATION: The project limits are as follows:

Anderson Ferry Road: From 500' south of Sidney Road to 600' north of Crookshank Road.

Crookshank Road : From Anderson Ferry Road to the Cincinnati Corporation line.

PROJECT ZIP CODE: 45238

b.) PROJECT COMPONENTS:

- 1) Remove existing pavement
- 2) Base replacement/repair as necessary
- 3) Widen roadway to four lanes ; five lanes @ Anderson Ferry/Crookshank intersection
- 4) Install vertical concrete curb
- 5) Install storm sewer system
- 6) Surface with asphaltic concrete
- 7) Water works items as necessary

c.) PHYSICAL DIMENSIONS / CHARACTERISTICS:

The existing facility is 23' wide and 3,117.50' in length. The pavement is cracked and has numerous base failures throughout the proposed project area. The roadway is not able to handle the current traffic load of nearly 19,000 vehicles per day.

The proposed project will alleviate the traffic congestion as well as add to the general welfare of the area. This project will also be a safety upgrade, with lanes that will meet the current standard lane widths.

d.) DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household.

Attach current rate ordinance.

The current ADT of Anderson Ferry Road is 20,154. Please see the attachments relating to this statistic.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 25 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ 918,050.00	70 %
State Funds Requested for Repair and Replacement	\$ 918,050.00	70 %
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ 393,450.00	30 %
State Funds Requested for New and Expansion	\$ 0.00	0 %

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the Total Project Costs.)

4.0 PROJECT SCHEDULE:*

	BEGIN DATE	END DATE
4.1 Engineering/Design: (Completed)	5 / 01 / 93	10 / 15 / 94
4.2 Bid Advertisement:	7 / 01 / 97	7 / 15 / 97
4.3 Construction:	8 / 15 / 97	12 / 31 / 98

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER

William W. Brayshaw

TITLE

Hamilton County Engineer

STREET

138 E. Court Street, Room 700

County Administration Building

CITY/ZIP

Cincinnati, OH 43202

PHONE

(513) 632 - 8630

FAX

(513) 723 - 9748

5.2 CHIEF FINANCIAL

OFFICER

Dusty Rhodes

TITLE

Hamilton County Auditor

STREET

138 E. Court Street, Room 304

County Administration Building

CITY/ZIP

Cincinnati, OH 43202

PHONE

(513) 632 - 8212

FAX

(513) 723 - 9748

5.3 PROJECT MANAGER

TITLE

Steve Mary

Construction Engineer

STREET

138 E. Court Street, Room 700

County Administration Building

CITY/ZIP

Cincinnati, OH 43202

PHONE

(513) 632 - 8527

FAX

(513) 723 - 9748

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

X A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)

X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)

X A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)

 A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)

X Capital Improvements Report: (Required by 164 O.R.C. on standard form)

 A: Attached.

X B: Report/Update Filed with the Commission within the last twelve months.

 Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.

X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

William W. Brayshaw, P.E.-P.S., Hamilton County Engineer

Certifying Representative (Type or Print Name and Title)

William W. Brayshaw 9-23-96
Signature/Date Signed

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 632-8523

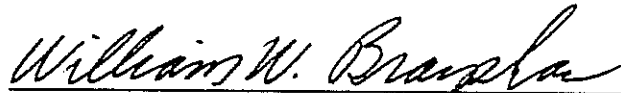
FAX (513) 725-9748

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Anderson Ferry/Crookshank project will have a useful life of at least 25 years.

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.



WILLIAM W. BRAYSHAW, P.E., - P.S.
HAMILTON COUNTY ENGINEER

				ENGINEER'S ESTIMATE	
REF	ITEM	DESCRIPTION	UNIT	QUANT	TOTAL
NO	NO.				
1	201	CLEARING AND GRUBBING	LS	1	10000.00
3	202	PIPE REMOVED, 24" & UNDER	LF	1000	7.00
4	202	PAVEMENT REMOVED	SY	800	10.00
5	202	WALK REMOVED	SF	2700	2.00
6	202	CURB REMOVED	LF	400	5.00
7	202	FENCE REMOVED FOR RE-USE	LF	600	10.00
8	202	CATCH BASIN ABANDONED	EA	1	500.00
9	202	CATCH BASIN REMOVED	EA	8	500.00
10	202	CURB REMOVED AS PER PLAN	LF	400	10.00
11	203	EXCAVATION NOT INCL. EMBANKMENT	CY	2000	12.00
12	203	EMBANKMENT	CY	5500	12.00
13	203	SUBGRADE COMPACTION	SY	20000	1.00
14	254	PAVEMENT PLANING	SY	600	2.00
15	301	BITUMINOUS AGGREGATE BASE	CY	4100	60.00
16	304	AGGREGATE BASE	CY	225	35.00
17	402	ASPHALT CONCRETE, AC-20	CY	1500	55.00
18	404	ASPHALT CONCRETE, AC-20, AS PER PLAN	CY	1100	55.00
19	404	ASPHALT CONCR, AC-20, AS PER PL (DRIVES)	CY	35	100.00
20	452	7" PPCCP	SY	1600	30.00
21	603	6" CONDUIT, TYPE F	LF	150	20.00
22	603	8" CONDUIT, TYPE E, 707.19	LF	10	30.00
23	603	12" CONDUIT, TYPE B, 706.02	LF	1550	35.00
24	603	12" CONDUIT, TYPE D	LF	175	35.00
25	603	15" CONDUIT, TYPE B, 706.02	LF	400	45.00
26	604	CATCH BASIN, CB-3	EA	12	1750.00
27	604	CATCH BASIN, CB2-2-A	EA	1	2000.00
28	604	CATCH BASIN, CB2-2-B	EA	2	2000.00
29	604	CATCH BASIN, CB 3A	EA	4	1750.00
30	604	CATCH BASIN, CB-6	EA	2	1500.00
31	604	CATCH BASIN ADJ. TO GRADE	EA	2	750.00
32	604	MANHOLE, MH-3	EA	2	2000.00
33	604	STORM MANHOLE ADJ. TO GRADE	EA	2	750.00
34	604	SAN MANHOLE ADJ TO GRADE AS PER PLAN	EA	10	750.00
35	604	SAN MANHOLE RECON TO GRADE	EA	4	1250.00
36	605	6" SHALLOW PIPE UD, AS PER PLAN	LF	4000	12.00
37	607	FENCE REBUILT CL	LF	500	25.00
38	608	CONCRETE WALK, 5"	SF	2500	5.00
39	608	CONCRETE STEPS, TYPE B	LF	20	75.00
40	608	CURB RAMPS	EA	4	250.00
41	609	CURB, TYPE 6	LF	7750	12.00
42	614	MAINTAINING TRAFFIC	LS	1	125000.00
43	619	FIELD OFFICE	LS	1	15000.00
44	623	CONSTRUCTION LAYOUT STAKES	LS	1	25000.00
45	659	SEEDING AND MULCHING	SY	7000	6.00
46	SPL	CONCRETE RETAINING WALL	LS	1	20009.00
47	SPL	TEMPORARY TRAFFIC SIGNAL	LS	1	16000.00
48	SPL	CINCINNATI WATER WORKS ITEMS	LS	1	60041.00

SUPPLEMENTAL ITEMS

49	203	EXCAVATION NOT INCL. EMBANKMENT	CY	500	12.00
50	203	EMBANKMENT	CY	500	12.00
51	301	BITUMINOUS AGGREGATE BASE	CY	800	60.00
52	304	AGGREGATE BASE	CY	55	35.00
53	402	ASPHALT CONCRETE, AC-20	CY	100	55.00
54	404	ASPHALT CONCRETE, AC-20, AS PER PLAN	CY	125	55.00
55	404	ASPHALT CONCR, AC-20, AS PER PL (DRIVES)	CY	20	100.00
56	452	7" PPCCP	SY	100	30.00
57	605	6" SHALLOW PIPE UD, AS PER PLAN	LF	500	12.00
58	608	CONCRETE WALK, 5"	SF	200	5.00
59	609	CURB, TYPE 6	LF	250	12.00
60	659	SEEDING AND MULCHING	SY	1000	6.00

TOTAL

\$1,311,500.00

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1258

PHONE (513) 632-2523

FAX (513) 723-9748

July 31, 1996

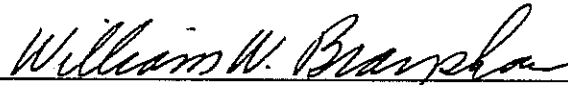
STATUS OF FUNDS REPORT

Project: Anderson Ferry/Crookshank Road Widening & Improvement

This is to certify that the sum of \$393,450.00 is available as the local matching funds in connection with the application for State Capital Improvement Funds for the above mentioned project.

The source of the local match will be Hamilton County Funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Executive Officer:



WILLIAM W. BRAYSHAW, P.E.-P.S.
HAMILTON COUNTY ENGINEER

Chief Financial Officer:



DUSTY RHODES
HAMILTON COUNTY AUDITOR

RESOLUTION

VOL. 263
AUG 28 1996
IMAGE 5785

APPOINTING WILLIAM W. BRAYSHAW, P.E., P.S., HAMILTON COUNTY
ENGINEER, AS CHIEF EXECUTIVE OFFICER OF HAMILTON COUNTY FOR
PURPOSES OF APPLYING FOR INFRASTRUCTURE FUNDING

BY THE BOARD:

WHEREAS, the State Capital Improvement Program and Local Transportation
Improvement Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications
for projects within Hamilton County, the State of Ohio; and

WHEREAS, Hamilton County is applying for infrastructure repair and
replacement projects; and

WHEREAS, the Ohio Public Works Commission requires that a Chief
Executive Officer be appointed;

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of
Hamilton County, Ohio, that William W. Brayshaw be appointed to the position
of Chief Executive Officer for the Political Subdivision of Hamilton County
for the purpose of applying for infrastructure funding and to execute such
agreements with the Ohio Public Works Commission.

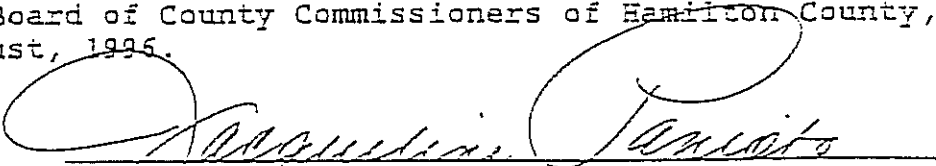
ADOPTED at a regularly adjourned meeting of the Board of County
Commissioners of Hamilton County, Ohio, this 28th day of August, 1996.

Mr. Bedinghaus AYE Mr. Dowlin AYE Mr. Guckenberger AYE

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct
transcript of a resolution adopted by the Board of County Commissioners in
session the 28th day of August, 1996.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official
Seal of the Office of the Board of County Commissioners of Hamilton County,
Ohio, this 28th day of August, 1996.


Jacqueline Panioto, Clerk
Board of County Commissioners
Hamilton County, Ohio

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1258

PHONE (513) 632-8523

FAX (513) 723-9748

RIGHT - OF - WAY

STATUS REPORT ANDERSON FERRY/CROOKSHANK ROAD WIDENING PROJECT

HAMILTON COUNTY:

Hamilton County is responsible for 140 parcels. Of these, 12 are for sewers, 5 are for drainage, 1 is for a structure, 1 is for a channel. All of the rest are for roadway purposes. There are four complete takes, the rest being permanent right-of-way by warranty deed.

Hamilton County has acquired all of the necessary parcels.

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

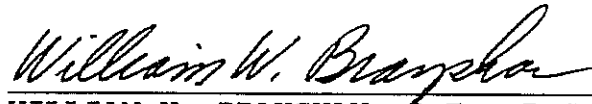
CINCINNATI, OHIO 45202-1258

PHONE (513) 632-8523

FAX (513) 723-9748

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Anderson Ferry/Crookshank Road Improvement project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.



WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER

ACCIDENT EVALUATION

TBH 8/25/95

Anderson Ferry Road Corridor

Location	ADT	Accidents	Accidents per Million Vehicles	Year
Anderson Ferry & Crookshank Rd. Intersection	20,154	11	1.5	1994

Comments: The accident rate exceeds the typical rate of 1.0 accidents per million vehicles entering an intersection by 50 percent. This indicates a very significant concern.

HCM: SIGNALIZED INTERSECTION SUMMARY

09-01-1995

Center For Microcomputers In Transportation

Streets: (E-W) CROOKSEANK

(N-S) ANDERSON FERRY

Analyst: TBH

File Name: ANDCRKEX.HC9

Area Type: Other

8-31-95 PM PK

Comment: EXISTING GEOMETRICS AND EXISTING TRAFFIC

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	> 1 <			> 1 <			> 1 <			> 1 <		
Volumes	3	7	1	409	11	64	1	295	429	31	327	5
Lane Width	12.0			12.0			12.0			12.0		
RTOR Vols			0			0			0			0

Signal Operations									
Phase Combination		1	2	3	4	5	6	7	8
EB	Left		*				*		
	Thru		*				*		
	Right		*				*		
	Peds		*						
WB	Left	*							
	Thru	*							
	Right	*							
	Peds								
EB	Right	*							
WB	Right								
Green		37.0P	15.0A			Green	7.0A	14.0A	
Yellow/A-R		5.0	4.0			Yellow/A-	4.0	4.0	
Lost Time		3.0	3.0			Lost Time	3.0	3.0	
Cycle Length:		90.0	secs	Phase combination order: #5 #6 #1 #2					

Intersection Performance Summary									
Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio					
EB	LTR	295	1657	0.04	0.18	23.3	C	23.3	C
WB	LTR	690	1593	0.74	0.43	19.1	C	19.1	C
EB	LT	314	1881	1.00	0.17	66.3	F	31.0	D
	R	1013	1599	0.45	0.63	6.6	B		
WB	L	159	1787	0.21	0.09	29.0	D	23.6	C
	TR	543	1878	0.64	0.29	23.1	C		

Intersection Delay = 25.6 sec/veh Intersection LOS = D
 Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.570

HCM: SIGNALIZED INTERSECTION SUMMARY

09-01-1995

Center For Microcomputers In Transportation

Streets: (E-W) CROOKSHANK

(N-S) ANDERSON FERRY

Dist: TBH

File Name: ANDCRKFTPM.HC9

Area Type: Other

8-31-95 PM PK

Comment: FUTURE GEOMETRICS AND EXISTING TRAFFIC

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	> 1	<		> 1	1		1	1	1	1	1	<
Volumes	3	7	1	409	11	64	1	295	429	31	327	5
Lane Width	12.0			12.0	12.0		12.0	12.0	12.0	12.0	12.0	
RTOR Vols			0			0			0			0

Signal Operations												
Phase Combination	1	2	3	4	5	6	7	8				
EB Left		*				*						
Thru		*				*						
Right		*				*						
Peds		*										
EB Left		*				*						
Thru		*				*						
Right		*				*						
Peds		*										
EB Right		*										
EB Right		*										
Green	30.0P	15.0A			8.0A	20.0A						
Yellow/A-R	5.0	4.0			4.0	4.0						
Lost Time	3.0	3.0			3.0	3.0						
Cycle Length:	90.0 secs	Phase combination order: #5 #6 #1 #2										

Intersection Performance Summary									
Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio					
EB LTR	295	1657	0.04	0.18	23.3	C	23.3	C	
EB LT	638	1794	0.69	0.36	21.1	C	20.3	C	
EB R	569	1599	0.12	0.36	14.8	B			
EB L	137	589	0.01	0.23	20.1	C	15.5	C	
EB T	439	1881	0.71	0.23	27.7	D			
EB R	995	1599	0.45	0.62	7.0	B			
EB L	179	1787	0.18	0.10	28.3	D	18.3	C	
EB TR	689	1878	0.51	0.37	17.4	C			

Intersection Delay = 17.6 sec/veh Intersection LOS = C
 Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.488

Weather : Sunny 90
 Counted by: Kary Perkins
 Township : Green

William W. Brayshaw, P.E.-P.S.
 Hamilton County Engineer

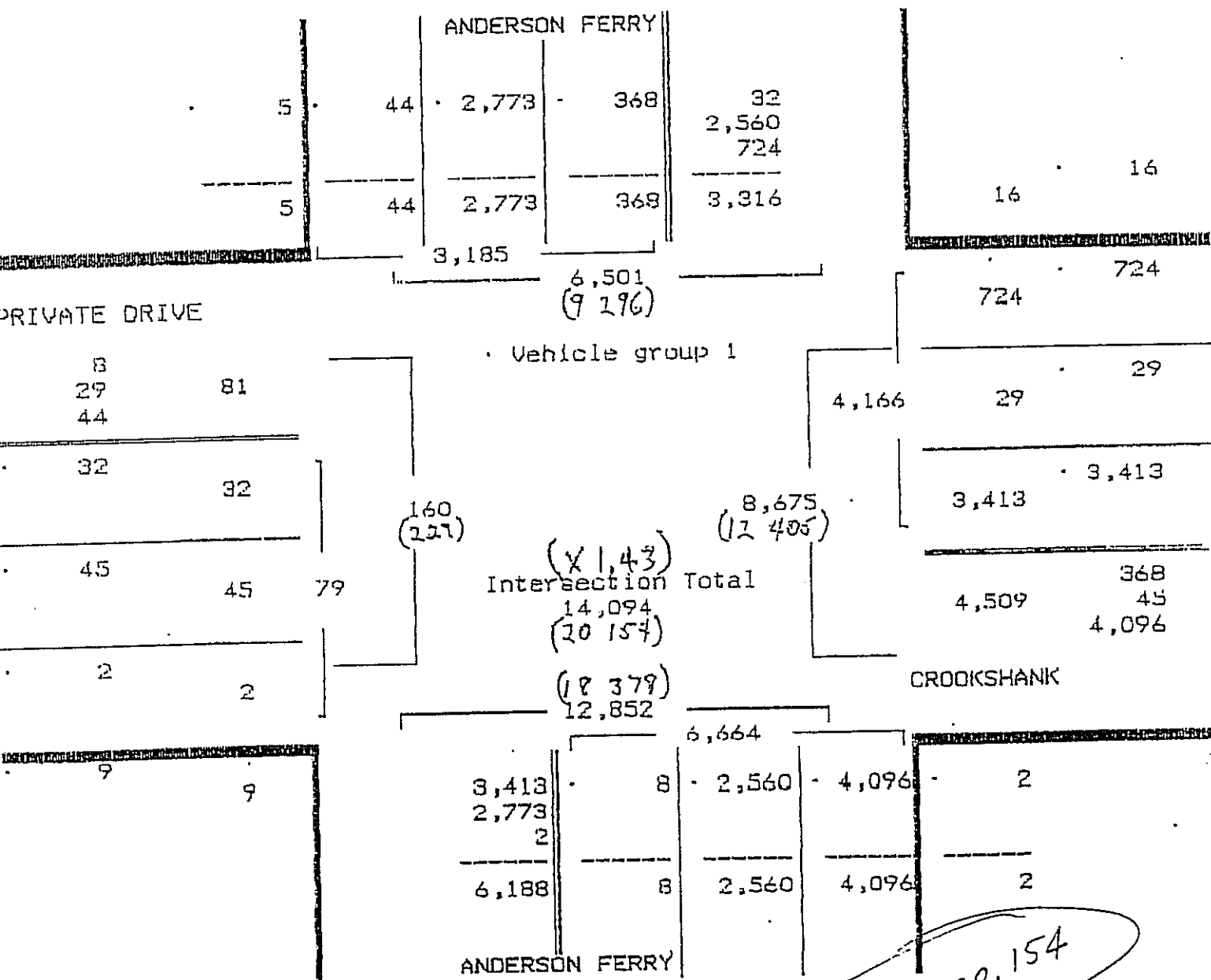
Traffic Department

Site Code : 00000000
 Start Date: 06/24/93
 File I.D. : CROOKAF3)001
 Page : 1

Vehicle group 1

ANDERSON FERRY Southbound			CROOKSHANK Westbound			ANDERSON FERRY Northbound			PRIVATE DRIVE Eastbound			Total
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	

Date 06/24/93



SAMPLE UNIT ID = 33

ANDERSON FERRY ROAD
(SIDNEY TO CROOKSHAW)

DATE SURVEYED = FEB/15/1994 NETWORK/BRANCH/SECTION NUMBER = NONE /195 /E
SIZE OF SAMPLE = 2700.00 SF

STRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
EDGE CR	LOW	28.00	1.22	3.0
L & T CR	LOW	20.00	.87	1.6
L & T CR	MEDIUM	278.00	12.09	32.8
CRACKING	MEDIUM	300.00	24.78	59.6

PCI = 33 *

NUMBER OF RANDOM SAMPLE UNITS SURVEYED = 4 * SEE PCI RATING SCALE ATTACHED

NUMBER OF ADDITIONAL SAMPLE UNITS SURVEYED = 0

PERCENT OF SECTION = 72 RATING = V. GOOD

RECOMMEND EVERY SAMPLE UNIT BE SURVEYED.

STANDARD DEVIATION OF PCI BETWEEN RANDOM UNITS SURVEYED = 26.3%

EXTRAPOLATED DISTRESS QUANTITIES FOR SECTION

STRESS-TYPE	SEVERITY	QUANTITY	DENSITY %	DEDUCT VALUE
EDGE CR	LOW	1395.12	1.51	3.4
EDGE CR	MEDIUM	330.89	.37	5.4
L & T CR	LOW	4328.45	4.79	10.2
L & T CR	MEDIUM	2496.17	2.75	16.6
CRACKING	MEDIUM	7154.46	7.92	41.1

PERCENT OF DEDUCT VALUES BASED ON DISTRESS MECHANISM

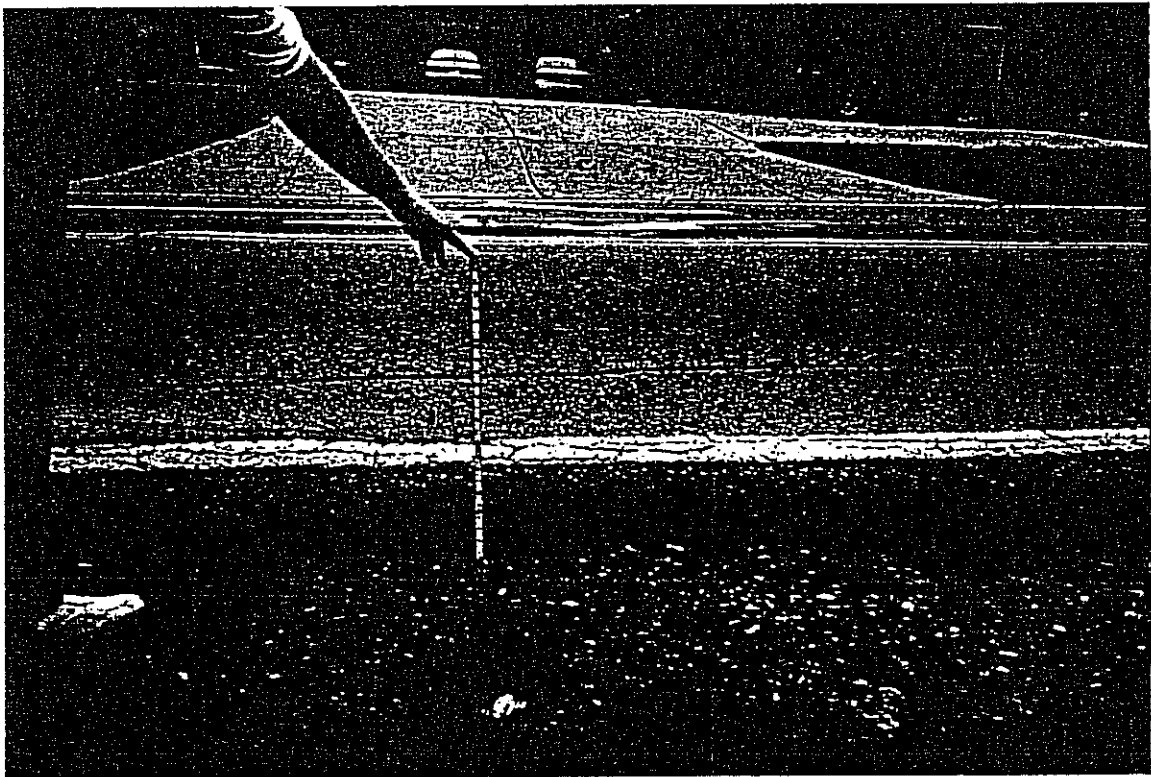
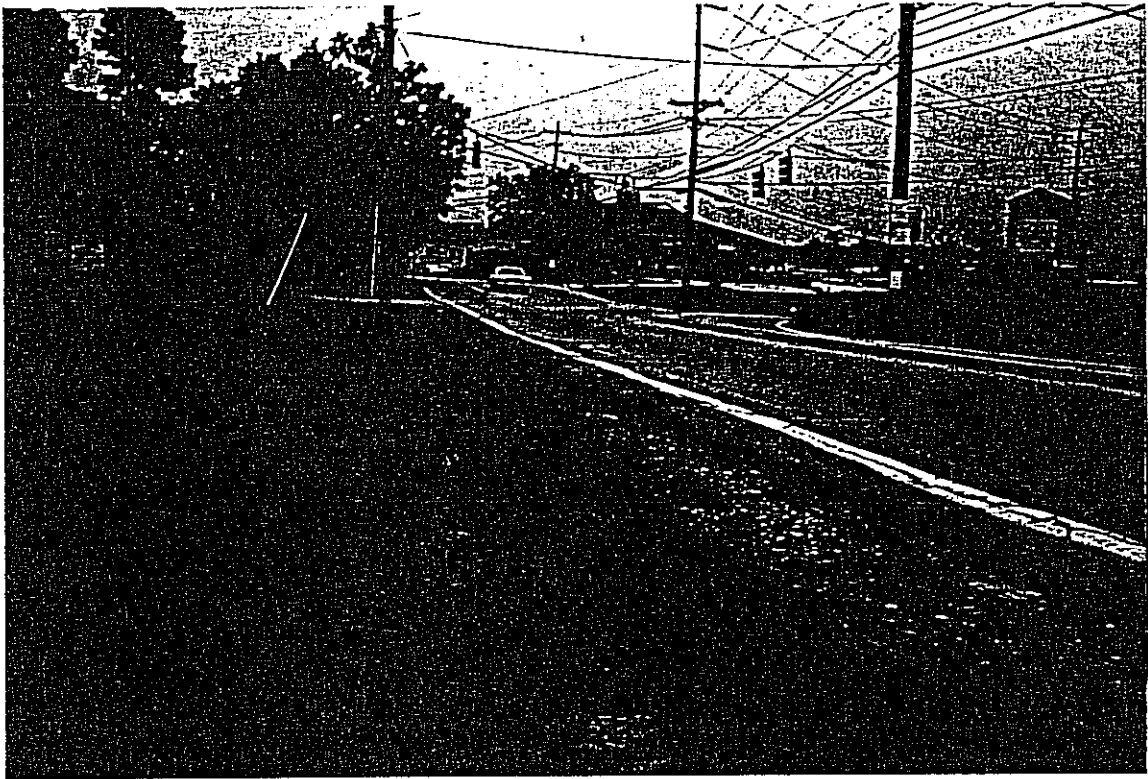
RELATED DISTRESSES = 65.04 PERCENT DEDUCT VALUES.

DATE/DURABILITY RELATED DISTRESSES = 34.96 PERCENT DEDUCT VALUES.

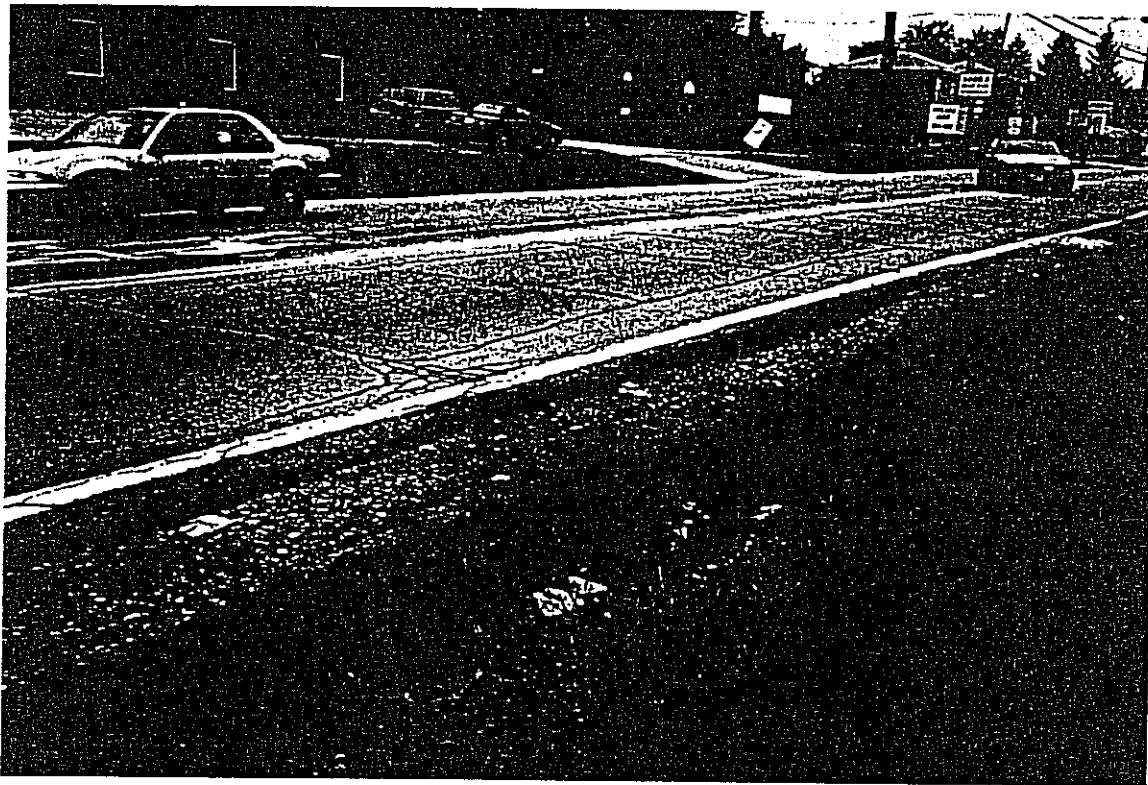
RELATED DISTRESSES = .00 PERCENT DEDUCT VALUES.

PCI RATING SCALE

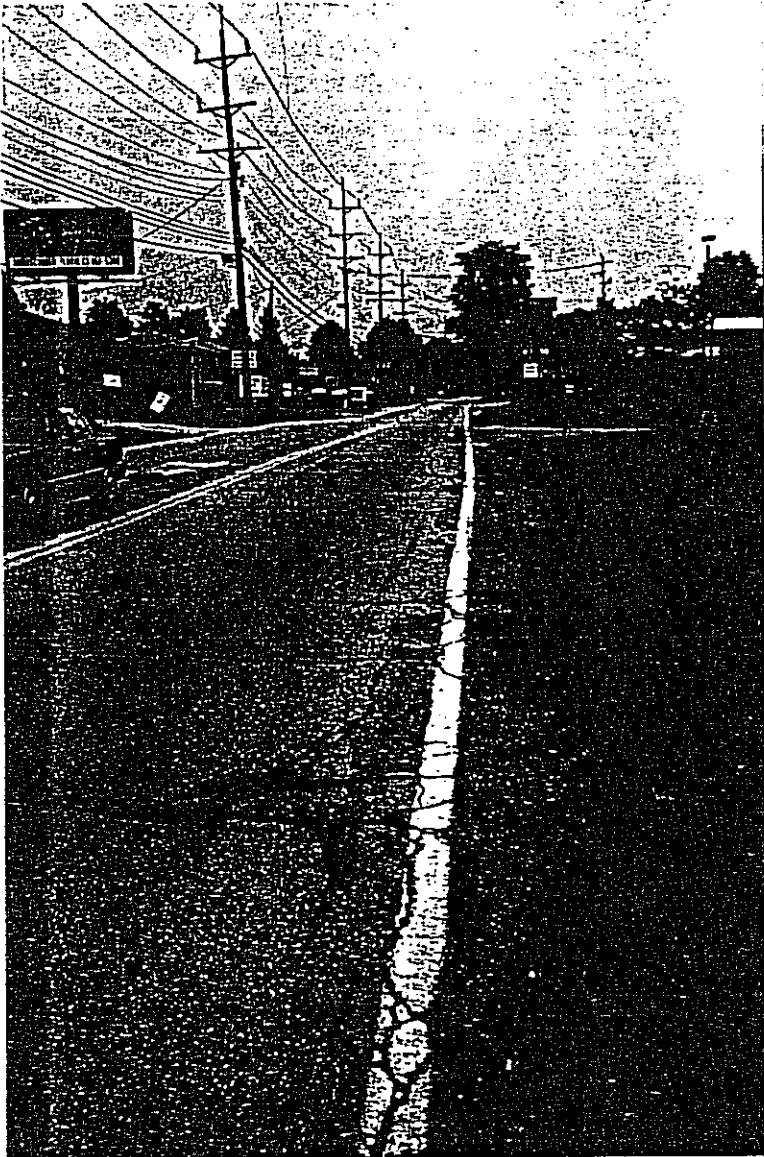
PCI		M & R NEEDS
EXCELLENT	100	ROUTINE & PREVENTIVE
VERY GOOD	85	
GOOD	70	LIFE CYCLE COST ANALYSIS REQUIRED
FAIR	55	
POOR	40	MAJOR REHABILITATION
VERY POOR	25	
FAILED	10	RECONSTRUCTION
	0	



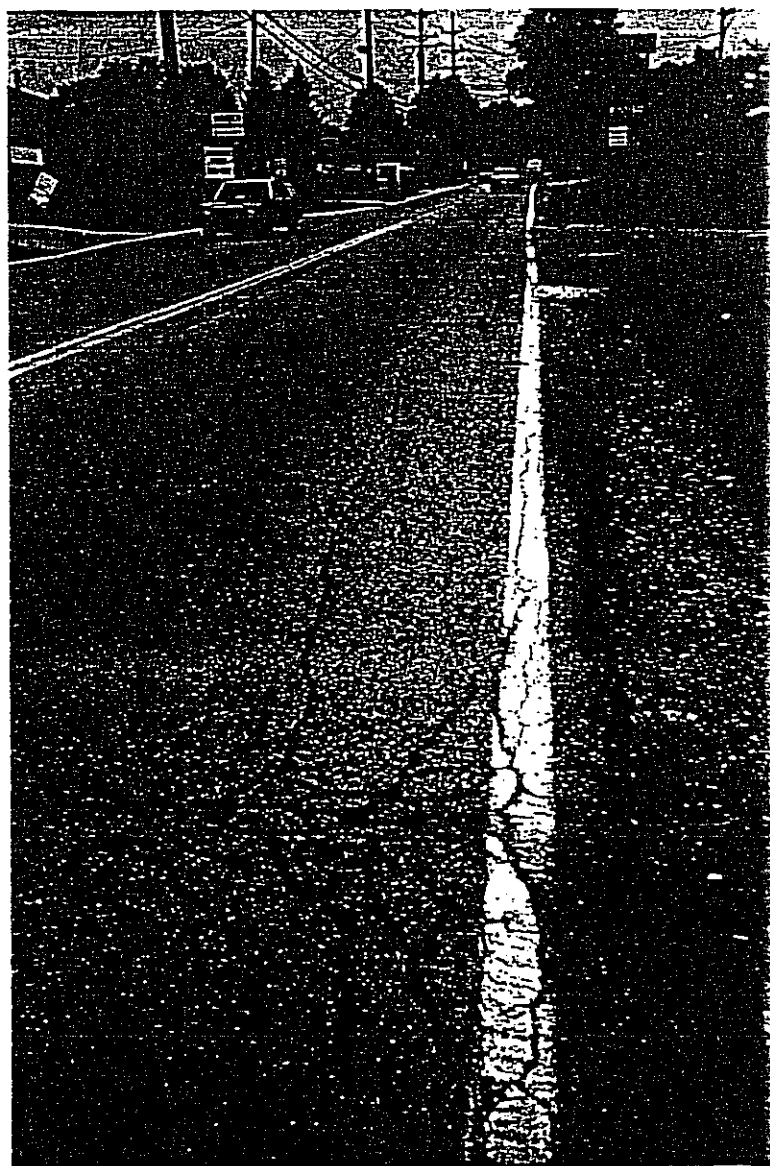
ANDERSON FERRY
ROAD



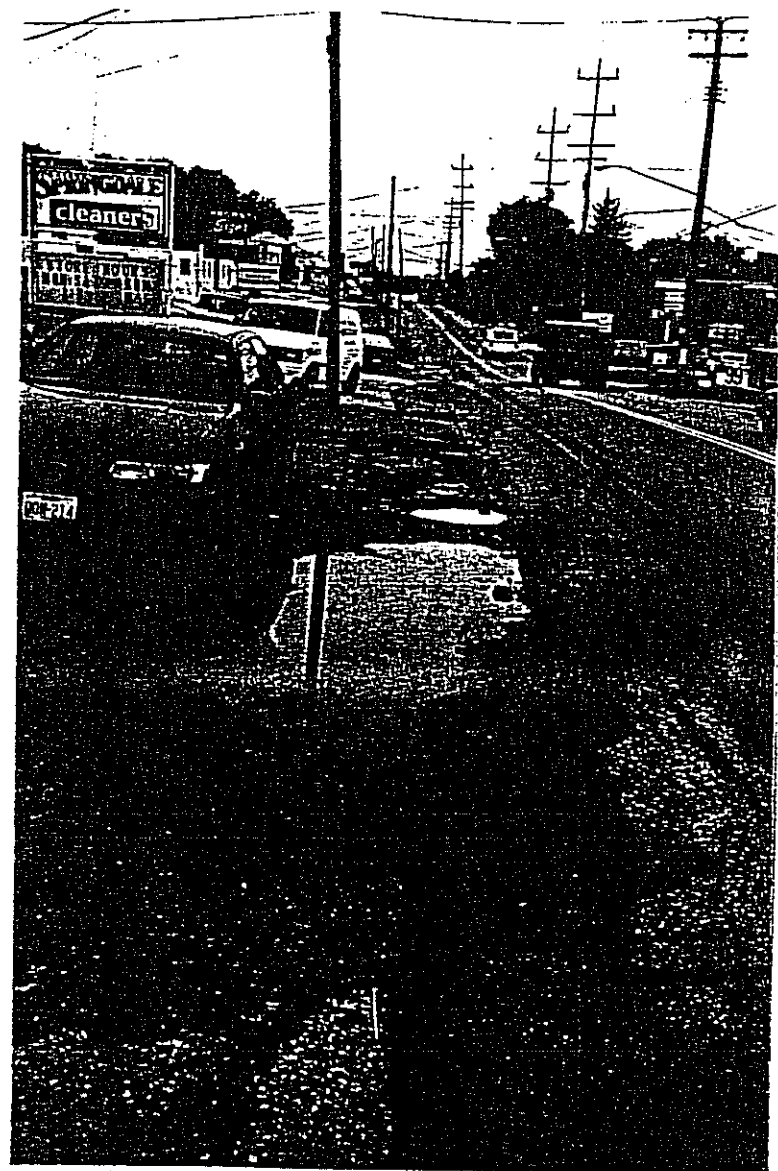
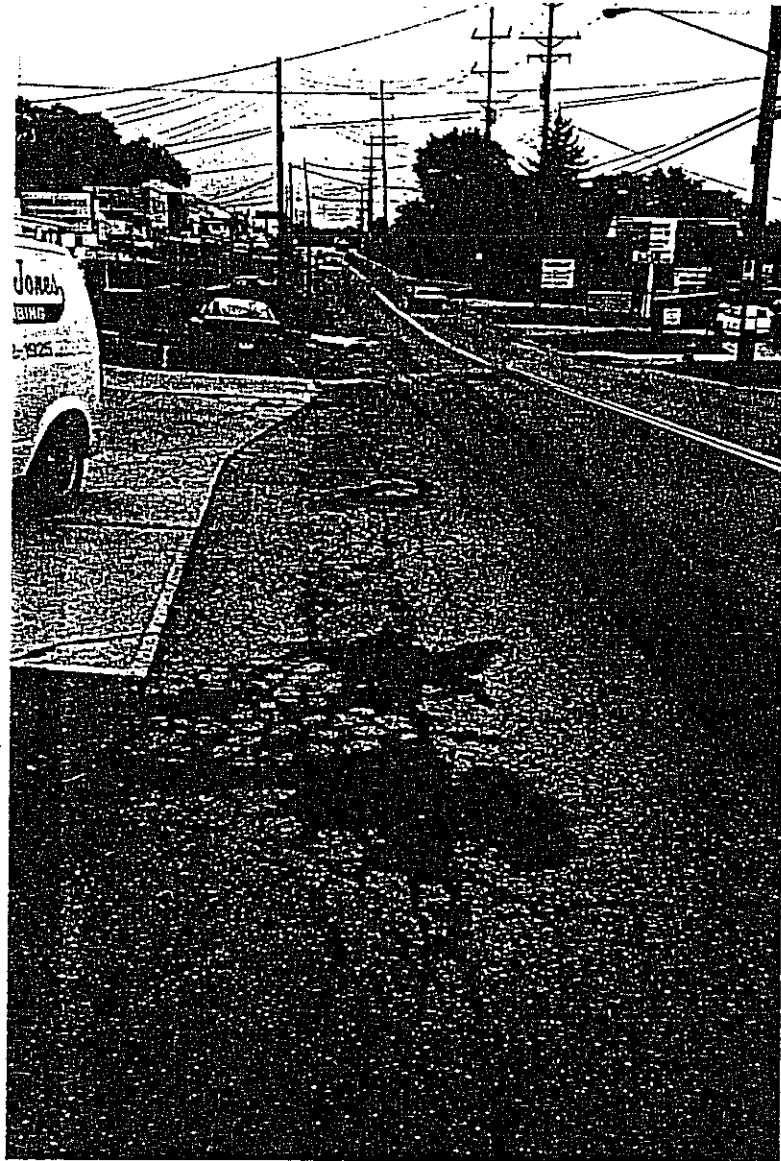
ANDERSON FERRY
ROAD



ANDERSON FERRY
ROAD



CROOKSHANK
ROAD



ADDITIONAL SUPPORT INFORMATION

For Program Year 1997 (July 1, 1997 through June 30, 1998), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____
Fair _____

Poor X
Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Anderson Ferry Road: Current roadway is mostly a 2 lane facility. This is inadequate for the current ADT of over 20,000 (See attachments). Existing pavement is in a deteriorated condition, with "washboarding" at the intersection. Shoulders near the intersection also are in poor condition (see photos). Crookshank Road: Backups occur during rush hours at both the Anderson Ferry intersection and the Glenway Avenue intersection.

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1997) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

8 weeks/months (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired?* Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: 50 Of these, how

many are Takes _____, Temporary 33, Permanent 17

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 8 weeks/months

- 3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

With a current ADT of over 20,000, Anderson Ferry Road is unable to safely carry the existing traffic load. Traffic has dramatically increased with the development of the area, and more development will occur in the future. The proposed project will allow safer conditions for everyone by adding additional lanes that meet current standard widths. This project will also ease the access to Glen Crossing Shopping Center.

- 4) What type of funds are to be utilized for the local share for this project?

Federal _____	ODOT _____	Local <u>X</u> _____
MRF _____	OWDA _____	CDBG _____
Other _____		

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1996 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

30 %

- 5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____	Partial Ban _____	No Ban <u>X</u> _____
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Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 20,154 x 1.2 = 24,185 users per day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. NOTE: DOCUMENTATION MUST BE PROVIDED FOR COUNTS OF 4,000 ADT AND ABOVE, AND HAVE THE DOCUMENTATION CERTIFIED BY EITHER A LICENSED ENGINEER OR AN OFFICIAL OF THE SUBDIVISION.

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164?

Yes X No

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Anderson Ferry Road is one of only two major north-south connector roads in the area. This road carries traffic from River Road to Glenway Crossing. It affects the lives of most of the residents in Delhi and Green Townships. Crookshank Road connects Anderson Ferry Road to Glenway Avenue and serves the citizens of both the City of Cincinnati and Green Township directly.

- 9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS D Proposed LOS C

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

Please see the attached information.

SCIP/LTIP PROGRAM
ROUND 11 - PROGRAM YEAR 1997
PROJECT SELECTION CRITERIA
JULY 1, 1997 TO JUNE 30, 1998

ADOPTED BY THE INTEGRATING COMMITTEE
May 24, 1996

JURISDICTION/AGENCY: HAMILTON COUNTY
NAME OF PROJECT: ANDERSON FERRY / CROOK HANK
PRELIMINARY SCORE FOR THIS PROJECT: 58
FINAL SCORE FOR THIS PROJECT: _____
RATING TEAM: /

1) If SCIP/LTIP funds are granted, when would the construction contract be awarded? POINTS

10 Points - Will be under contract by end of 1997 and no delinquent projects in Rounds 8 & 9. 10

5 Points - Will be under contract by March 30, 1998 and/or jurisdiction has had one delinquent project in Rounds 8 & 9.

0 Points - Will not be under contract by March 30, 1998 and/or jurisdiction has had more than one delinquent project in Rounds 8 & 9.

2) What is the physical condition of the existing infrastructure to be replaced or repaired?

25 Points - Failed
23 Points - Critical
20 Points - Very Poor
17 Points - Poor
15 Points - Moderately Poor
10 Points - Moderately Fair
5 Points - Fair Condition
0 Points - Good or Better

15
12
LAST
YEAR

NOTE: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

- 5 Points - Project design is for future demand.
- 4 Points - Project design is for partial future demand.
- 3 Points - Project design is for current demand.
- 2 Points - Project design is for minimal increase in capacity.
- 1 Point - Project design is for no increase in capacity.

5

4) How important is the project to *HEALTH, SAFETY, AND WELFARE* of the public and the citizens of the District and/or service area?

- 10 Points - Highly significant importance, with substantial impact on all 3 factors.
- 8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.
- 6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.
- 4 Points - Minimal importance, with noticeable impact on 1 factor
- 2 Points - No measurable impact

8

5) What is the overall economic health of the jurisdiction?

- 10 Points
- 8 Points
- 6 Points
- 4 Points
- 2 Points

6

6) What matching funds are being committed to the project, expressed as as a percentage of the *TOTAL CONSTRUCTION COST*? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

- 5 Points - 50% or more
- 4 Points - 40% to 49.99%
- 3 Points - 30% to 39.99%
- 2 Points - 20% to 29.99%
- 1 Point - 10% to 19.99%

3

- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? **POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.**

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

0

- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

5

- 9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc.

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

3

- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

3

ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

Criterion 1 - ABILITY TO PROCEED

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently cancelling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 2 - CONDITION

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply.

Criterion 9 - *REGIONAL IMPACT*

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.